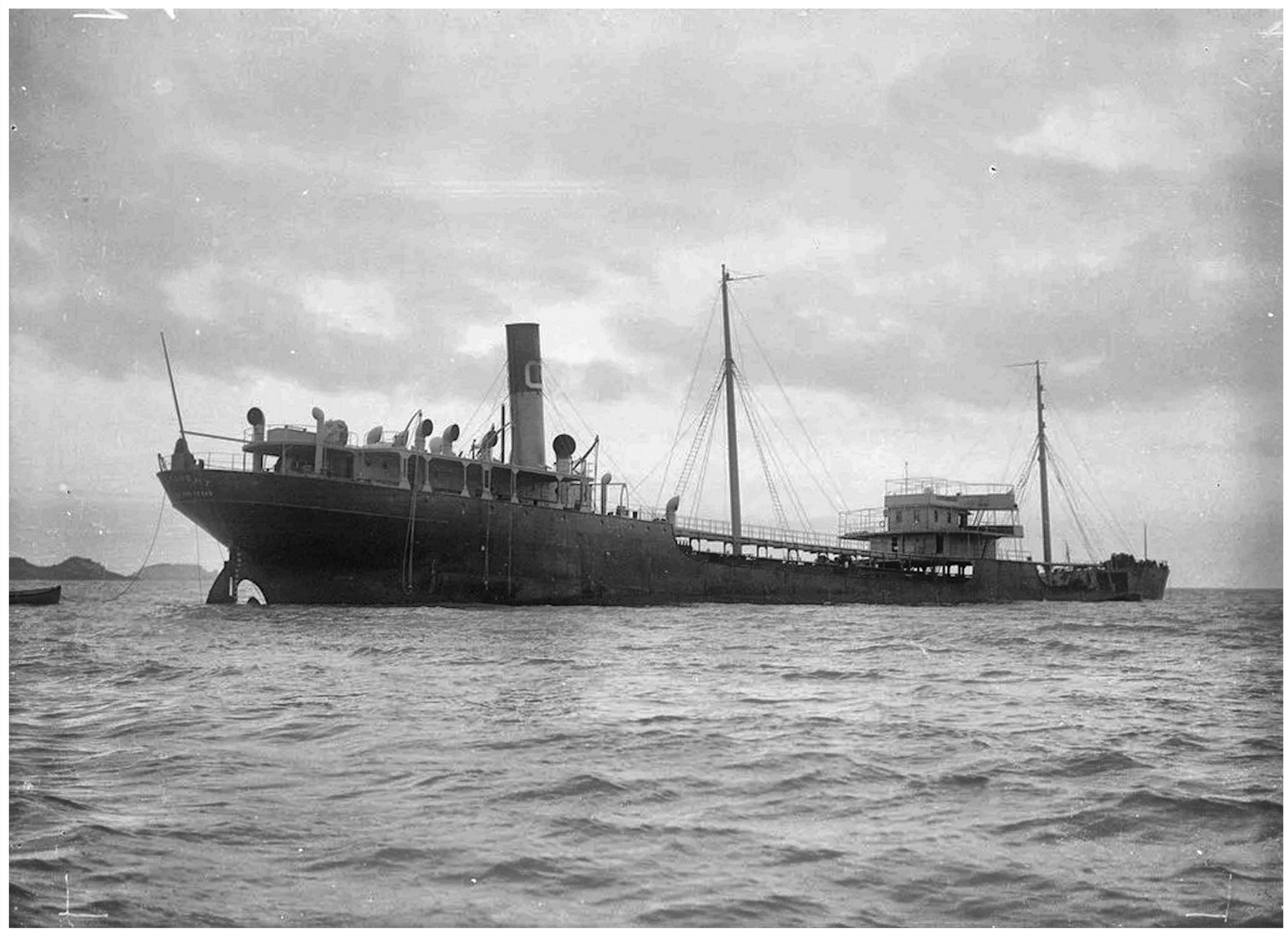
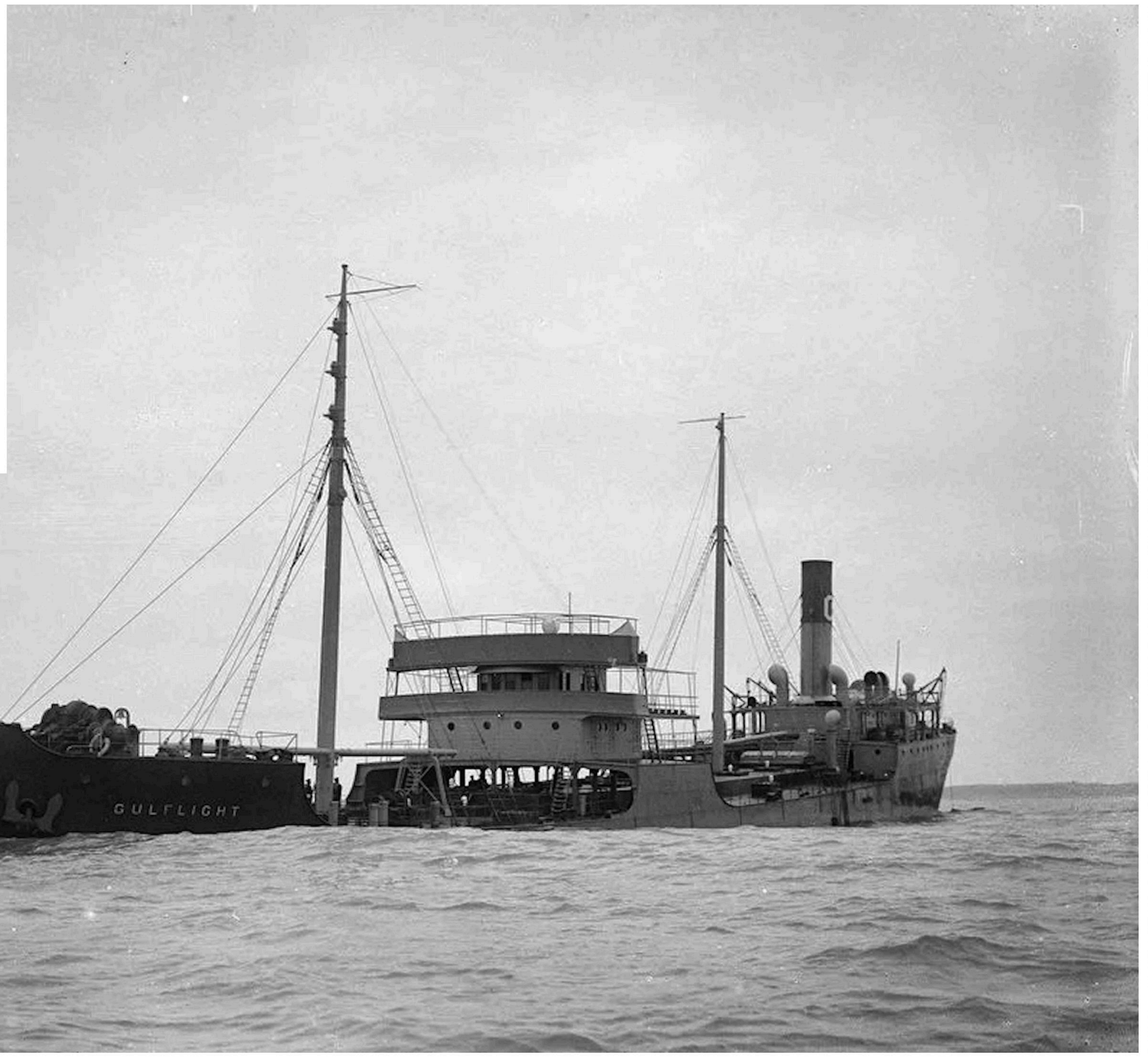


TORPEDOING OF GULFLIGHT VE SITUATION



ous Incident
German Em-
No Attempt
of Submarine
Will Probably

**KAISER AND PRINCE VISIT
FORTIFICATIONS AT ANTWERP**
Also Inspect Submarine Yards, Br
News of Their Arrival Is Sup



DRINK
TO
Indis
D
an
D
an

LONDON
vided ap
drink ap
governm
ately lib
debarde
many threaten reprisals. Admiral Jellicoe, commander of the British fleet said: "Drink is delaying repair work to destroyers and patrol boats and the crews of many transports are deserting bodily in order to get drunk." Some threaten a general

SETTLEMENT OF WAR THIS YEAR BELIEVED IMPOSSIBLE

(By United Press)
NEW YORK, May 7.—Roy Hovey, president of the United Press association, returned today after a three months' tour of England, Germany, France, Belgium, Russia and Italy. He said that Europe fully re-

More Steamers Sunk
[By United Press]
LONDON, May 7.—The Norwegian steamers Laila and Halden have been torpedoed and sunk. The crews of both were saved.

quires the war has developed something new in history, and the sleep of a nation has resolved itself into an endurance contest of indeterminate length. It is generally believed that peace during the year 1917 will be impossible. America will eventually be offered opportunity as a peacemaker.

Situation Or
[By United Press]
WASHINGTON, May 7.—The torpedoing of the Gulf Light, the greatest situation since the start of the war the state admits. The German government refused to defend the sinking of the Gulf Light as a naval attack on the Gulf Light was none of German excuse will prove the Gulf Light's oil reach. The attack on the Gulf Light to condemn, as he nationality were painted by on both sides. The war has instructed America to inform Germany of the Gulf Light's torpedoing.

BARNES UNEXPECTEDLY CALLED

THE WORLD'S NEWS IN BRIEF

NEW YORK SHIPPING CO.
GARDEN, J. U.S.A.
BLUE PRINT ROOM
Print No. 28
Made SEP 21 1914
For Dept. 470YDS

Inboard Profile

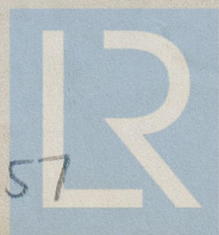
New York SSB nos 156/7

156 - ^{Refert} m. fullbright - ~~Mar 2160~~
157 - - fullstream - - - 216)

both approved Jan



W116-0157



© 2019

Lloyd's Register
Foundation

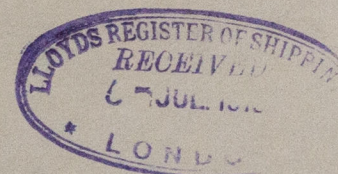
1 LTB 1
2 FLEE 1
3 LYNN 1
4 FLYING
5 PIERCE
6 LOVERIN
7-8 JYOUNG
25 011
9 H.O.G
10 BLAKE
11 KENNEDY
12 FEE 1
26 011
13-14 9 2
15 LLOYD
16-22 LLOYD
21-5 10

E. H. Rigg. NAVAL ARCHITECT.

Lower Deck Forward

New York A.S.B. No 156/7/9

156 - ^{Refast} no. freight "Pha Rpt. No 2160
157 - no. "fulstream" ——— 2167
159 - no. "fulcoast" ——— 2239



159

NEW YORK SHIPBUILDING CO.
CAMDEN, N. J., U. S. A.
BLUE PRINT ROOM

Print No. 61
Made SEP 21 1914
For Dep't LLÓYDS



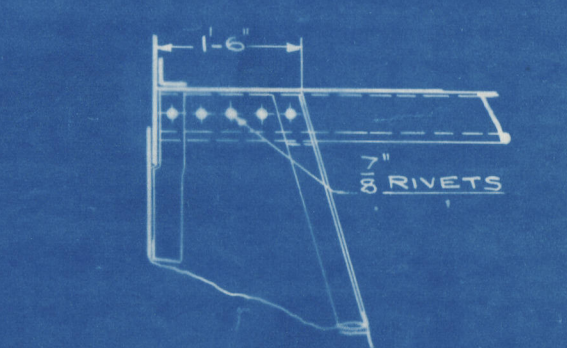
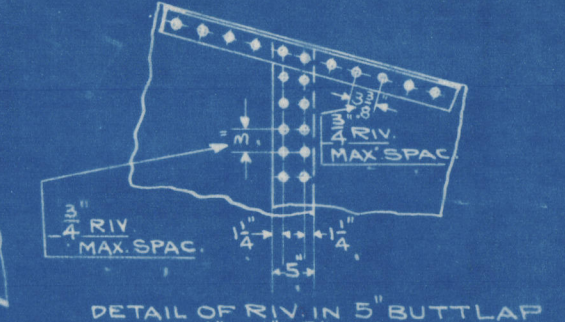
© 2019

Lloyd's Register
Foundation

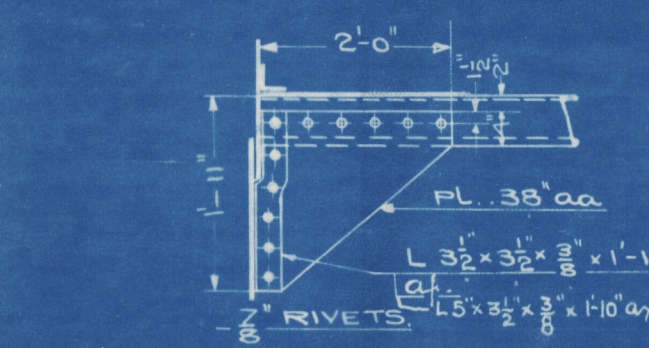
[illegible]

STRINGER #18
PORT SIDE SHOWN STBD OPP
STRINGER COMES ON OUTSIDE STRAKE
OF SHELL PLATING.

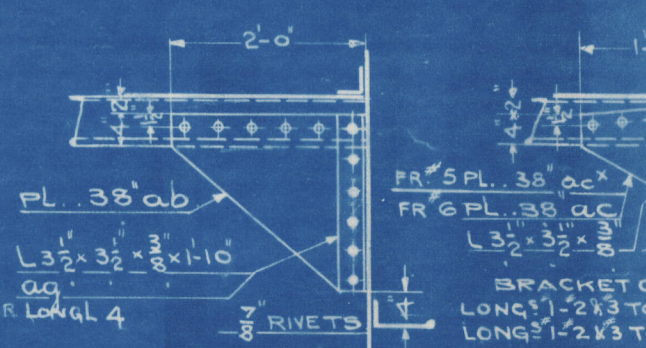
NOTE-ADD STR NO IN ADDITION TO MARK GIVEN. $\frac{1}{4} 32^{\circ} \times 5^{\circ} \frac{7}{16}$ (36) NEAR.
THUS $\frac{25}{16}$ $\frac{25}{18}$ (48) FAR.
STR. COMES ON OUTSIDE STRAKE OF SHELL PLTG. C.L. SHIP



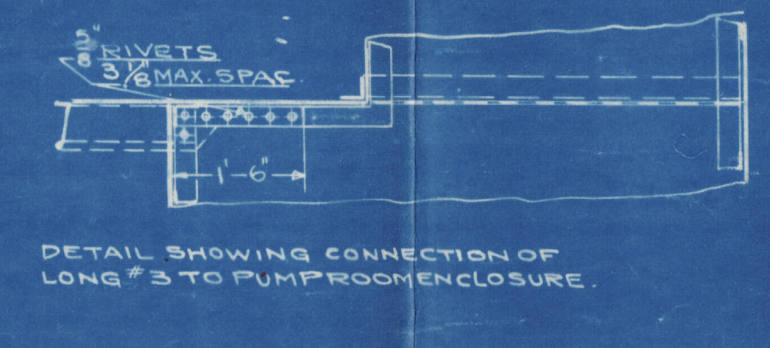
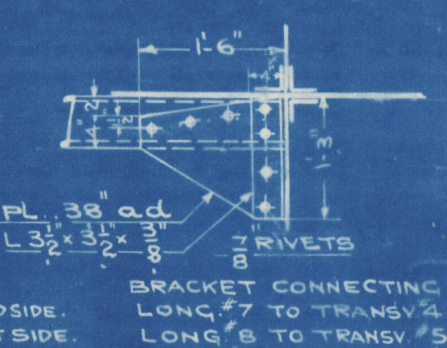
DETAIL SHOWING CONNECTION OF
LONG. #1 TO BRKT ON ϕ OF SHIP.
SEE DR. 125-241-2.



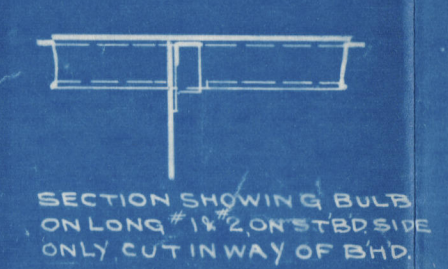
BRACKET CONNECTING LONG'S
2-3-4-5-6-7-8 TO BHP. #7.



BRACKET CONNECTING LONGS:
#1-2-3-4-5HG TO BHD. #3

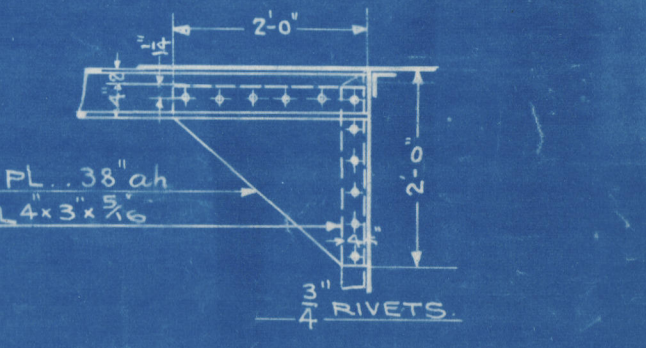


DETAIL SHOWING CONNECTION OF
LONG #3 TO PUMPROOM ENCLOSURE.



SECTION SHOWING BULB
ON LONG #1 & 2 ON STD SIDE
ONLY CUT IN WAY OF BHD.

BRACKET CONNECTING
LONG¹⁵ 8&9 TO SHELL



BRACKET CONNECTING
LONG #2 TO PUMP ROOM ENCLOSURE
PORT SIDE ONLY.

ALTERATIONS	
NO	DESCRIPTION
1	LOCATION FOR SCUTTLE AFT OF #3 STEELIC ADDED
CONTS. 156 & 157	
2.	SPICE IS CHANGED TO OVERLAR
3.	STRINGERS 7.10 & 18 ADDED BET FRS. 3 & F.P.
4	NOTES 13A ADDED.
5	STRINGERS ALTERED TO SUIT LLOYDS.
6	LONG 18 & 9 EXTENDED & BRACKETED TO SHELL.
7	FACE 1. ADDED TO STRINGER #7.

RIVETING SCHEDULE		
LOCATION	DIA R/C	RAX SPAC IN DIA MAX RAX IN INCHES
LONGS & B-L TO DE PLATING	$\frac{3}{8}$ "	6' 4 1/2"
DECK STRINGER L TOE PLATING	$\frac{3}{8}$ "	4 1/2' 3 3/8"
W/2 BODY D TOE PLATING	$\frac{3}{8}$ "	3 3/8'
TRANS CLIPS TOE PLATING	$\frac{3}{8}$ "	5' 3 3/8"
FOR OTHER RIVETING SEE DETAILS		
STRINGER #7 SHELL	$\frac{3}{8}$ "	5' 6' 4 1/2"
G-4-5 TO STR FL G IAG	$\frac{3}{8}$ "	7' 5 1/2"
FACE L TO STR #7	$\frac{3}{8}$ "	7' 5 1/4"

GENERAL NOTES

1. LOWER DECK TO BE WATER TIGHT
2. ALL FORE AND AFT DIMENSIONS GIVEN TO FIVE LINE
3. LONGS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831,

BLUE PRINTS			
PRINT #	DEPT	INPRINTS	SENT TO RETURNED
1-3	DRAKE	3	
4-6	SL	3	
7	PURGE	1	
8	E-12	1	
9	SL	1	
10	PURGE	1	
11-17	SL	12	
18	VACUUM	1	
19	E-12	1	
FOR CONTS		15-15	
1-2	LIE	1	
3	PURGE	1	
2-3	SL	10	
4	E-12	1	
5-7	DRAPES	3	
8	SL	1	
9	PURGE	1	
10-11	SL	2	
12	PURGE	1	
13-14	DRAPES	2	
15-16	SL	2	
17	PURGE	1	

3

HULL DEPARTMENT

LOWER DECK PLATING

FORD

SCALE $\frac{1}{2}$ "=1' FOOT. DRAWN BY T₁ DATE 10-1-11

TRACED BY T₁ CHECKED BY J₁ CHIEF DRAFTSMAN W₁

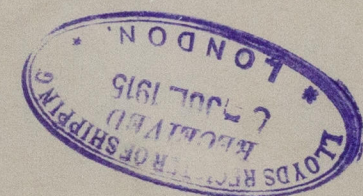
NEW YORK SHIPBUILDING COMPANY

CAMDEN, NEW JERSEY, U.S.A.

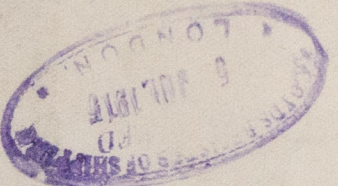
DR. 125-231-1-1

APPROVED J₁

By Shakspeare



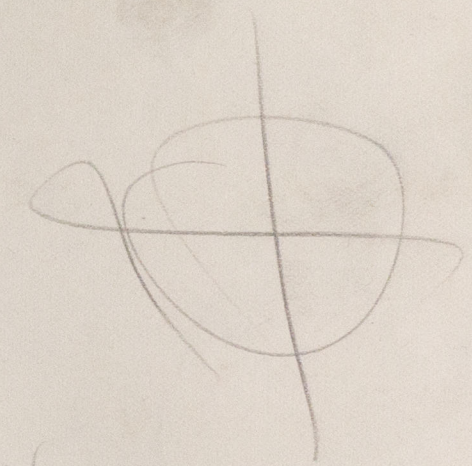
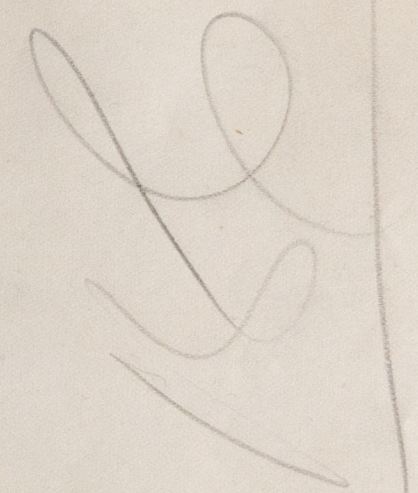
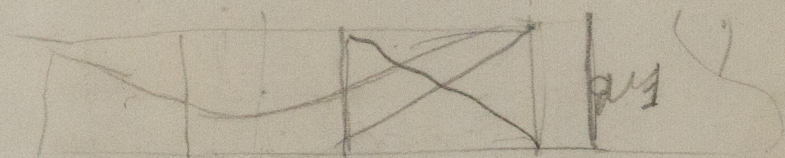
Mississippi Section
New York 246° m. 18° 156/7
156. ^{Refast} m. "Gulfligher" Pha Apr 18 2460
157 m. "Gulfstream" - Pha Apr 18 2467



© 2019

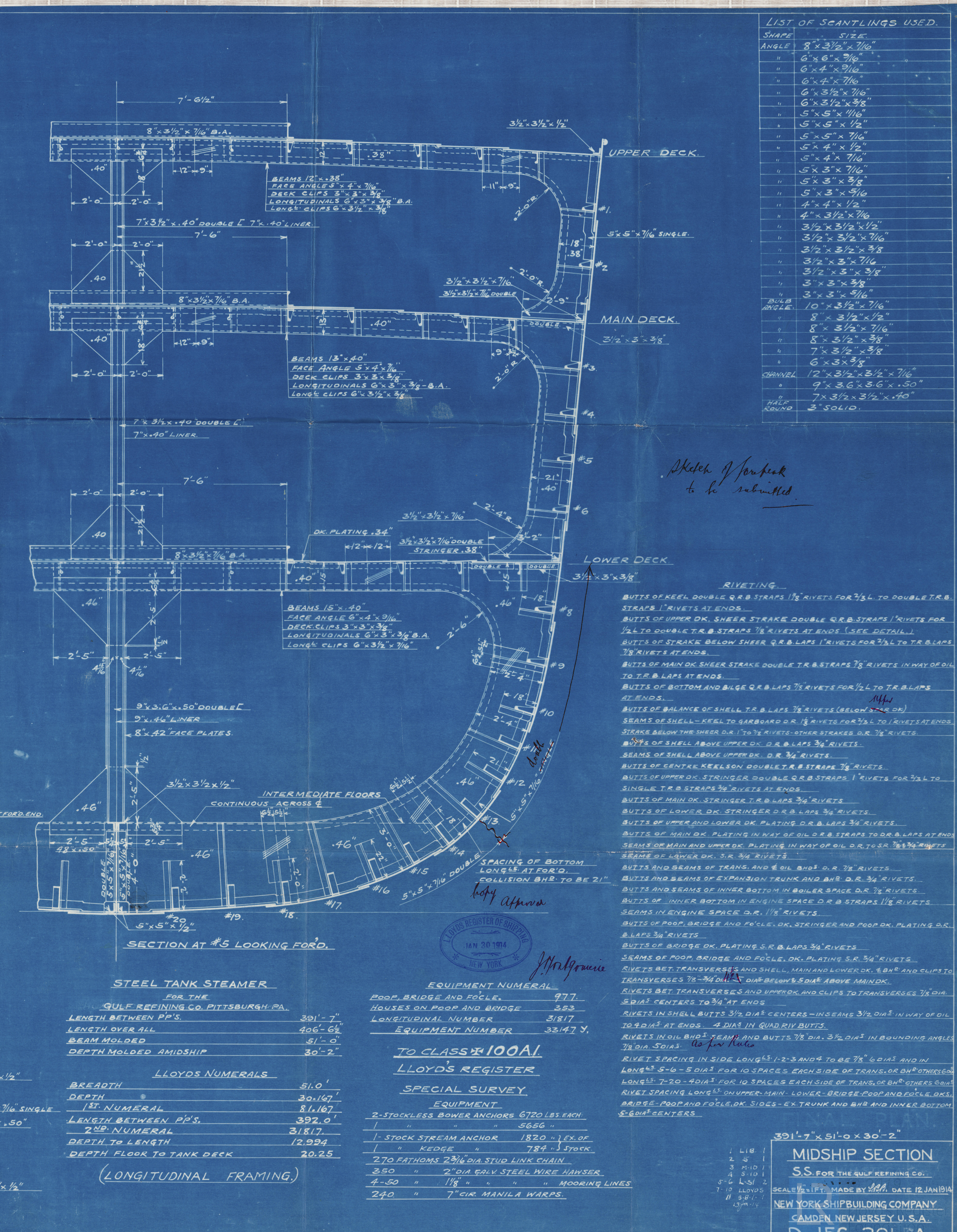
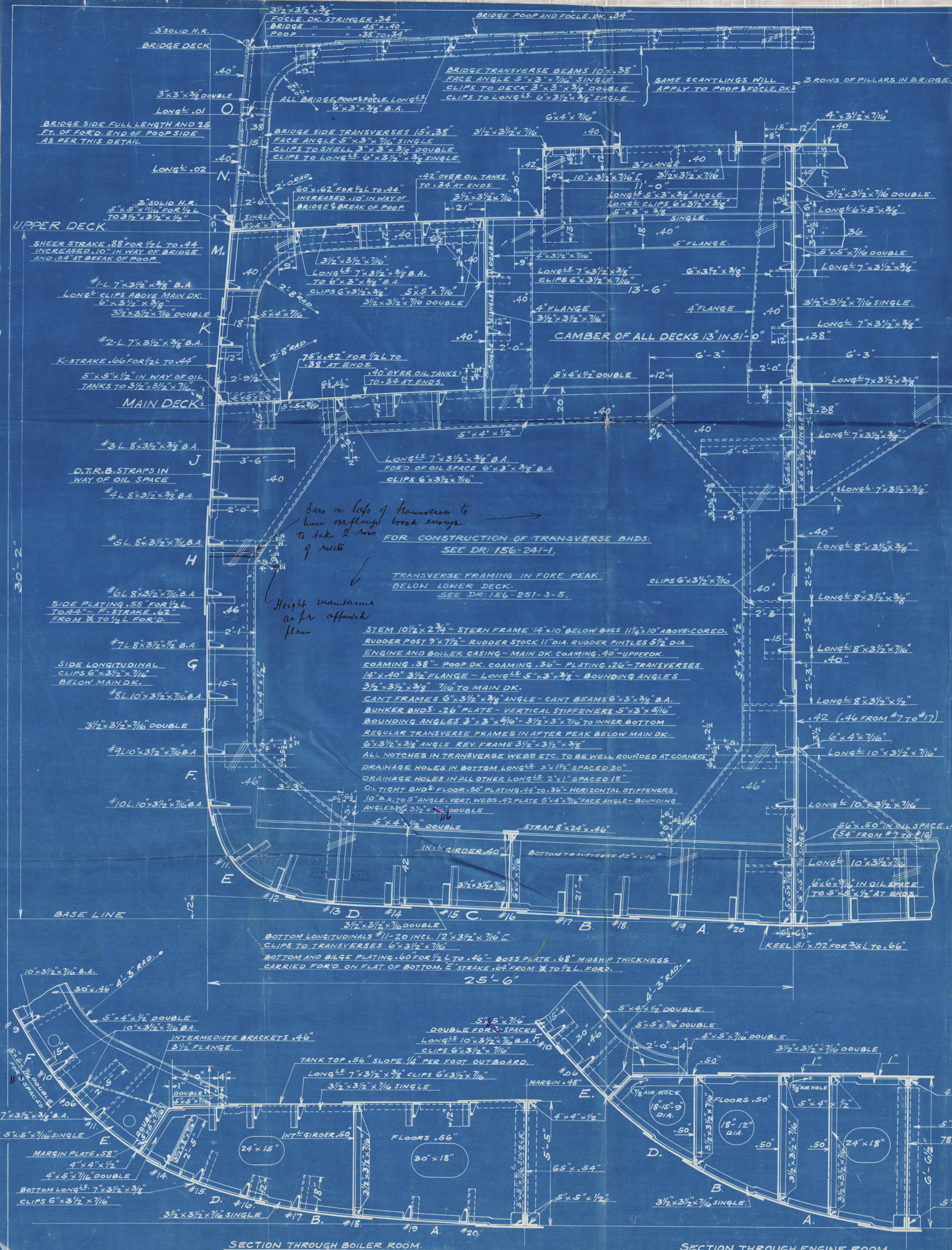
Lloyd's Register
Foundation

W116-0159



© 2019

Lloyd's Register
Foundation



Midship Section

New York 2136°

No. 136/3

No. 136. Freight in n. n. "Refast"

Pha Dept. No. 2160



NEW YORK SHIPBUILDING CO.
CAMDEN, N.J., U.S.A.
BLUE PRINT ROOM

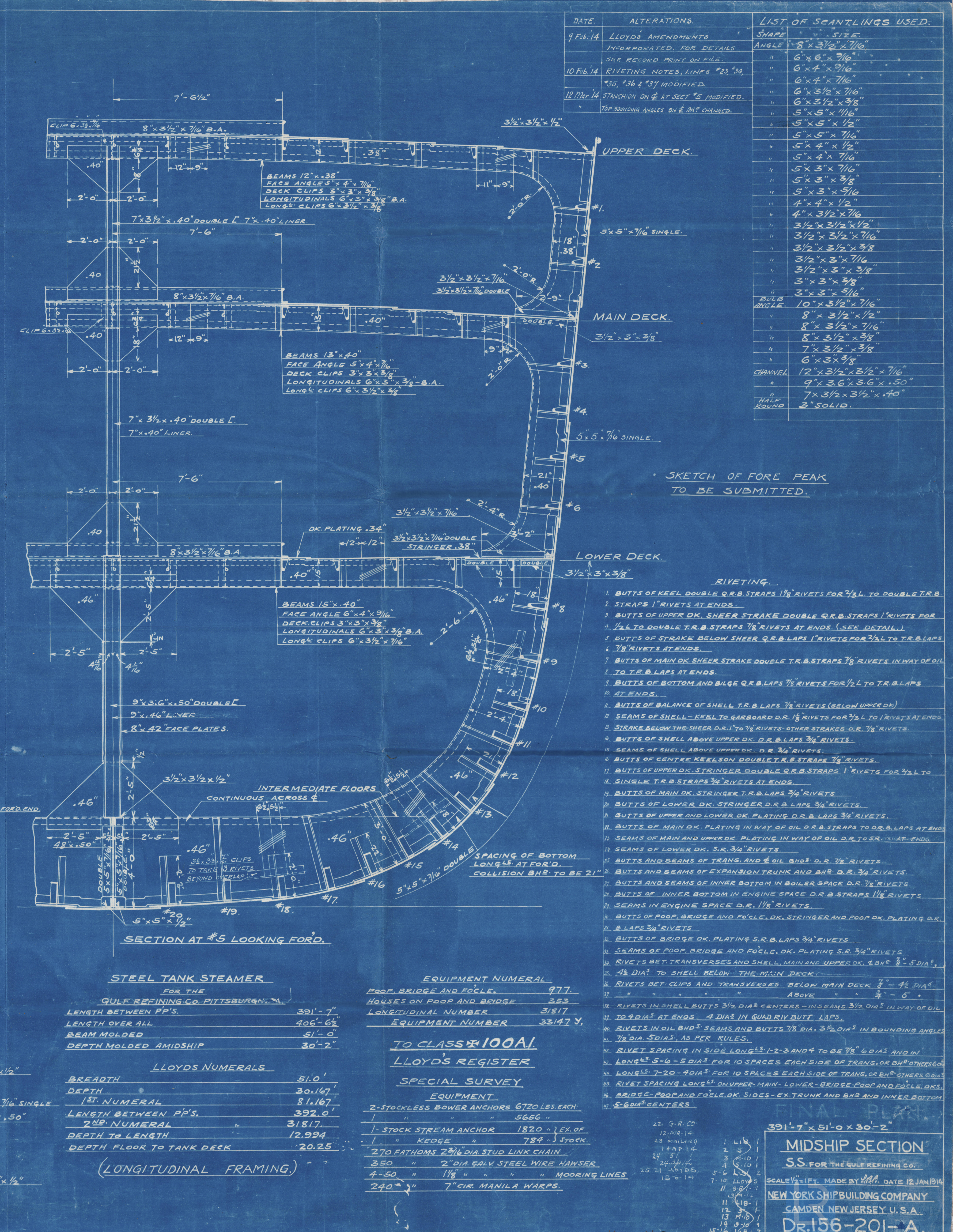
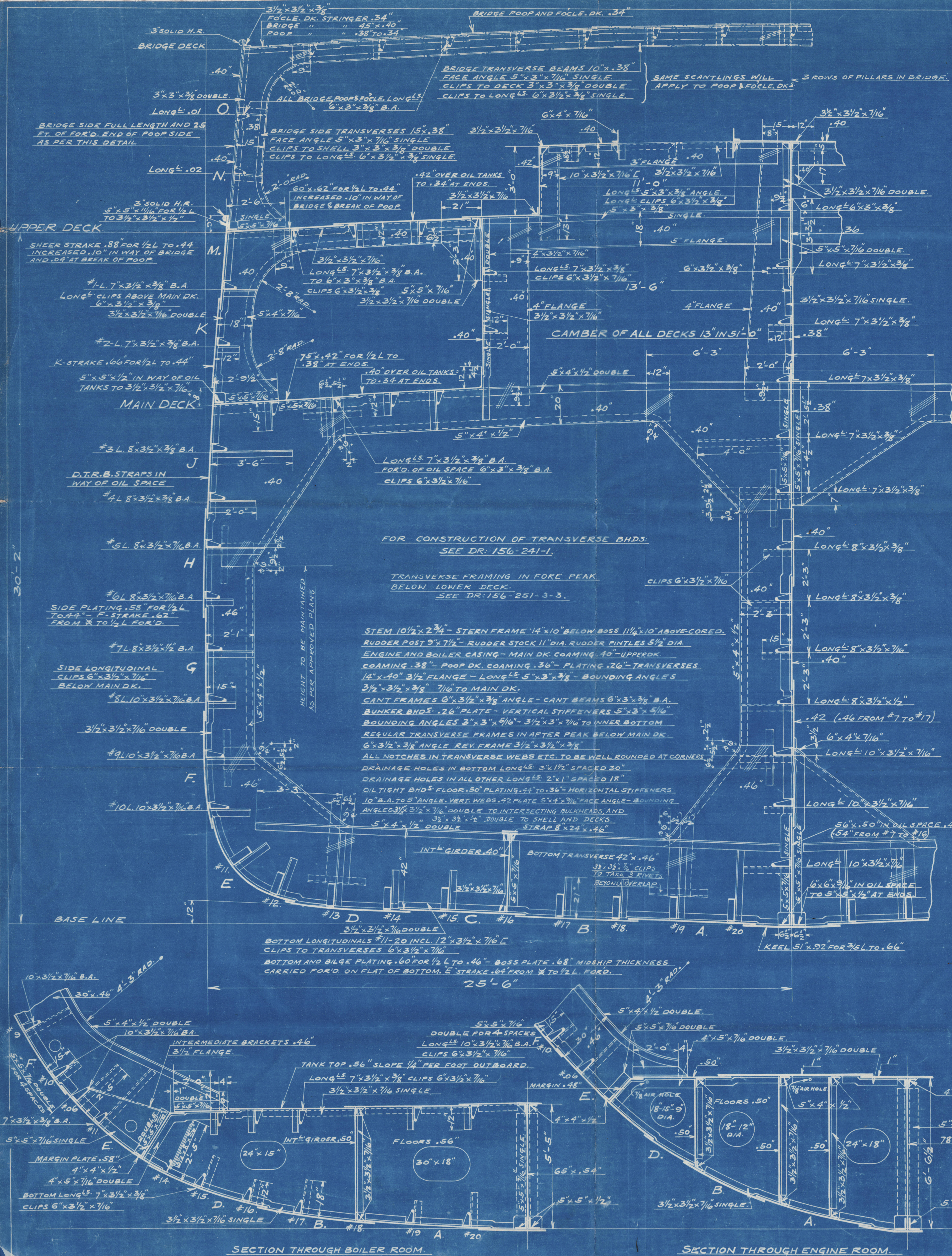
Print No. 25
Made SEP 16 1914
for Dept 468703

W116-0160



© 2019

Lloyd's Register
Foundation



PHILADELPHIA

New York S.B. &
3 Main Boilers
Contract 156-~~7~~

W.P. 190~~7~~

No 62

LLOYD'S TEST

285 ~~7~~/₁₀

4.11.14.

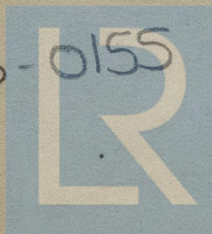
R. H

"Report" ex

S.S. Gulfight. Cont: No 156

PHILADELPHIA. Rpt. No 2160

W116-0155



© 2019

Lloyd's Register
Foundation

NEW YORK SHIPBUILDING CO.
CAMDEN, N.J., U.S.A.
BLUE PRINT ROOM

Print No. 44

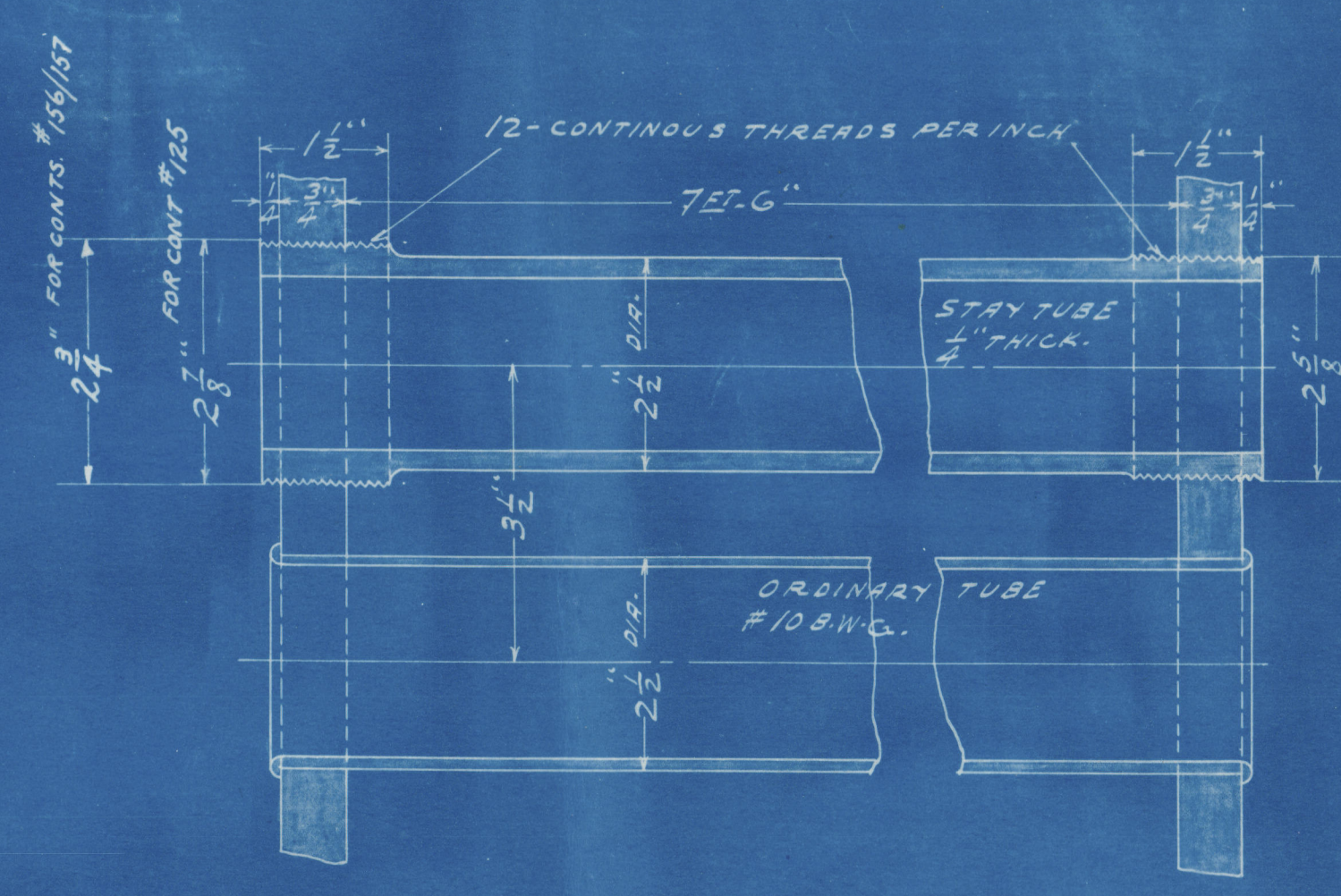
Made JAN 7 1914

For Dep't MAILING



© 2019

Lloyd's Register
Foundation



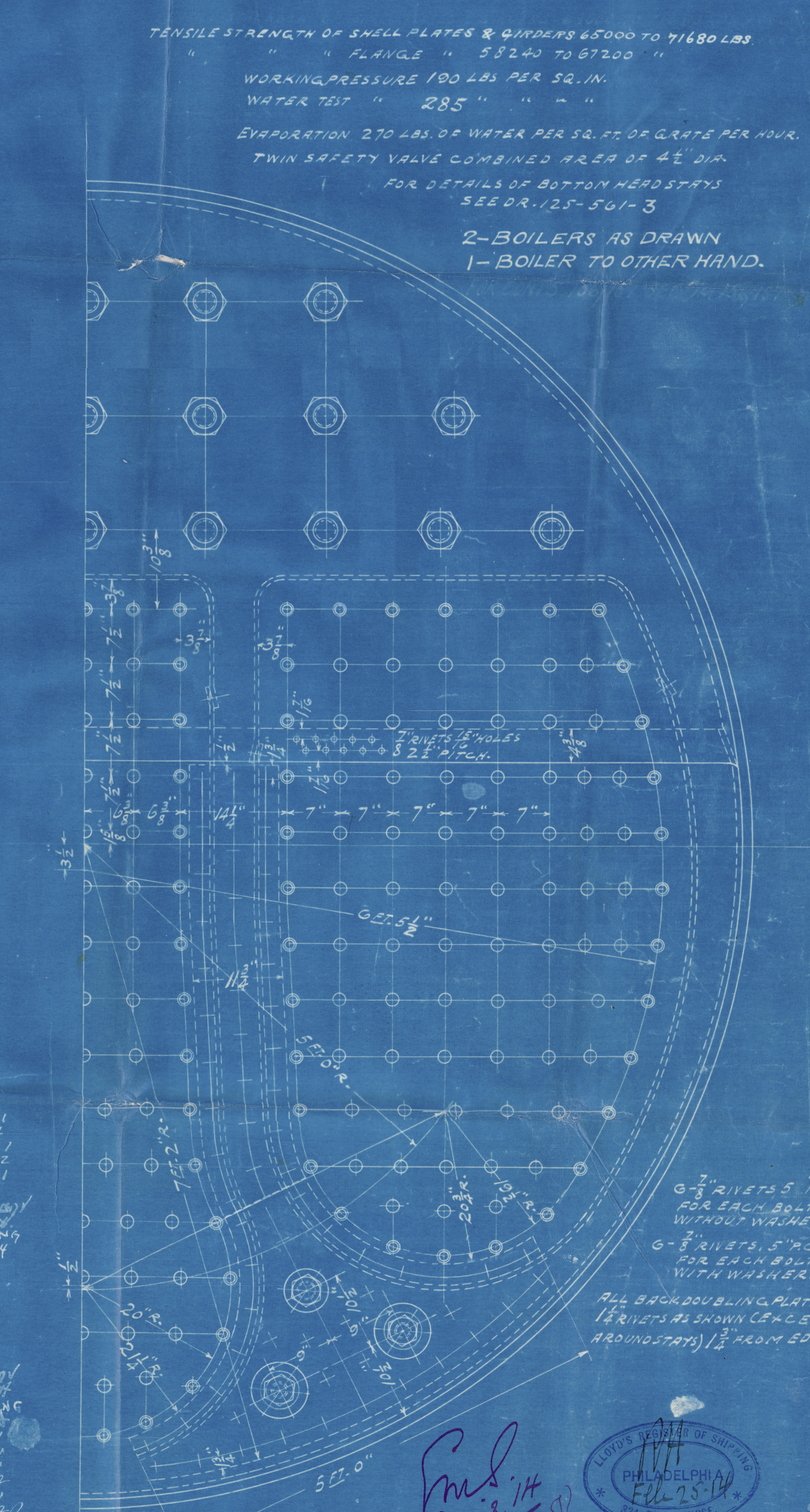
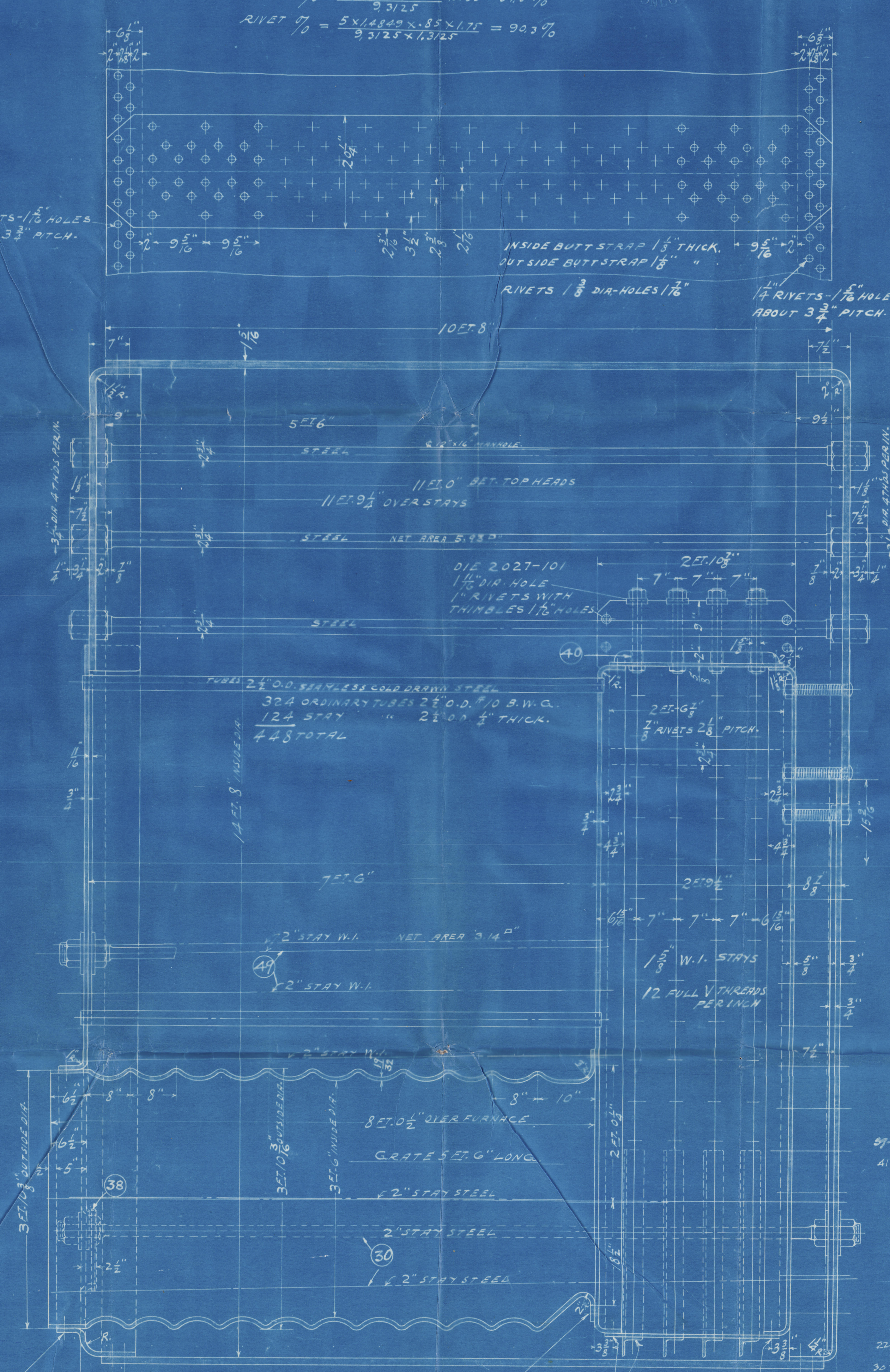
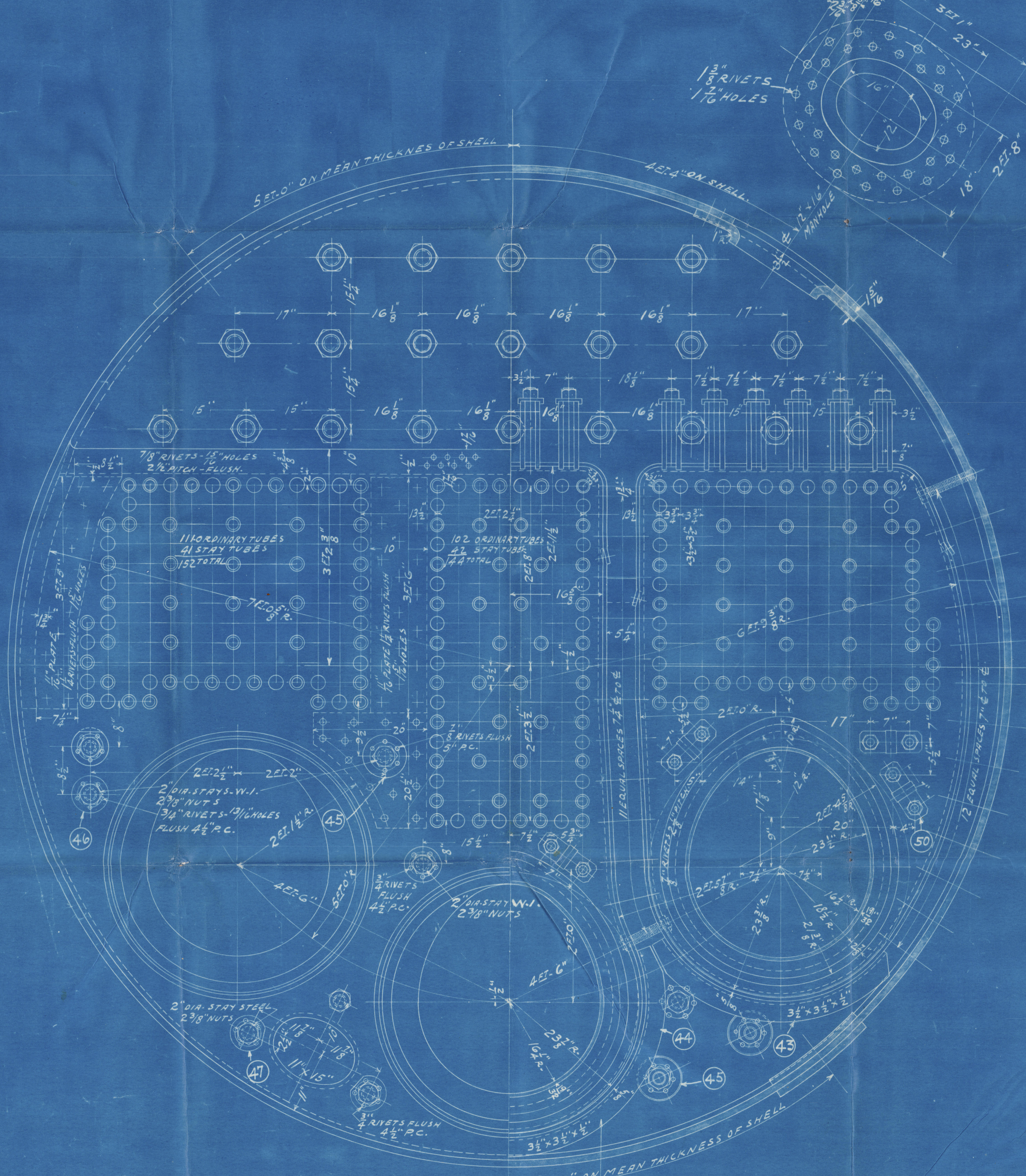
BUREAU OF COMMERCE & LABOR
 PLATE 70 = $\frac{9.3125 - 1.4375 \times 100}{9.3125} = 84.5\%$
 RIVET 70 = $\frac{5 \times 1.623 \times 1.75 \times .85 \times 100}{9.3125 \times 1.3125} = 98.7\%$
 LLOYD'S RULE
 PLATE 70 = $\frac{9.3125 - 1.4375 \times 100}{9.3125} = 84.5\%$
 RIVET 70 = $\frac{5 \times 1.623 \times 1.75 \times .85 \times 100}{9.3125 \times 1.3125} = 98.7\%$

12/8/14

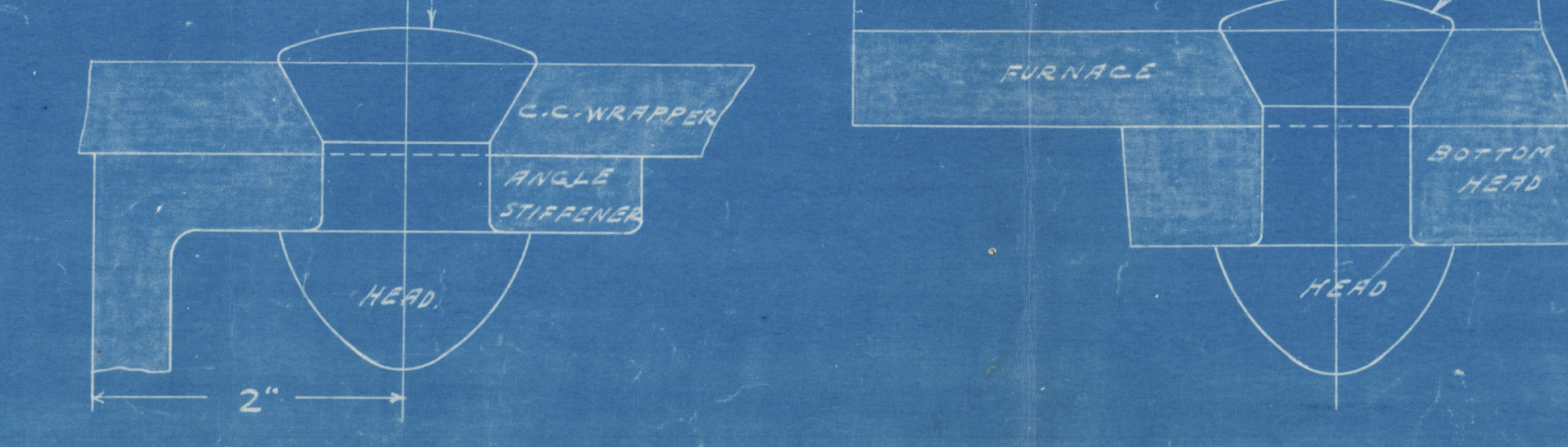
CONSTRUCTED UNDER THE RULES OF BOARD OF SUPERVISING INSPECTORS DEPT. OF COMMERCE AND LABOR AND LLOYD'S REGISTER FOR 1906 WORKING PRESSURE				REMARKS	DATE
DESCRIPTION	THICKNESS	U.S. RULES	LLOYD'S RULES		
SHELL	1/8"	$P = \frac{6000 \times 3.1416 \times 20\%}{57.3 \times 1.75} = 199\%$	$P = \frac{22 \times 1.75 \times 84.5}{17.71 \times 1.75} = 199\%$	BOILER DATA - ONE BOILER	
FURNACE	3/8"	$P = \frac{6000 \times 5.937}{44} = 210\%$	$P = \frac{22 \times 1.75 \times (5.937)}{44 \times 1.75} = 204\%$	TUBES	2199.1 #
TOP HEAD PLATE	1/8"	$P = \frac{17.5 \times 1.75}{17.5} = 196\%$	$P = \frac{17.5 \times 1.75}{17.5} = 217\%$	FURNACE	149.4 #
TOP HEAD STAYS	3/4"	$S = \frac{17.5 \times 1.75 \times 100}{5.937} = 8293\%$		COMB. CHAMBER	220 #
TUBE PLATE	3/8"	$P = \frac{3.1416 \times 1.75 \times 2000}{57.3 \times 1.75} = 235\%$	$P = \frac{3.1416 \times 1.75 \times 2000}{57.3 \times 1.75} = 253\%$	BACK TUBE PLATE	46 #
C.C. CROWN PLATE	5/8"	$P = \frac{135 \times 10^3}{7.5^2} = 240\%$	$P = \frac{135 \times 10^3}{52.62} = 256\%$	TOTAL H.S.	2644.5 #
C.C. CROWN STAYS	1/8"	$S = \frac{7.5 \times 7 \times 100}{1.75} = 5836\%$		GRATE SURFACE	57.75 #
C.C. WRAPPER PLATE	5/8"	$P = \frac{135 \times 10^3}{7.5^2} = 256\%$	$P = \frac{135 \times 10^3}{52.62} = 265\%$	H.S. G.S.	45.3
C.C. WRAPPER STAYS	1/8"	$S = \frac{7.5 \times 7 \times 100}{1.75} = 5642\%$		CALORIMETER	11.5 #
C.C. BACK PLATE	5/8"	$P = \frac{135 \times 10^3}{7.5^2} = 240\%$	$P = \frac{135 \times 10^3}{52.62} = 256\%$	G.S. CAL.	5
C.C. BACK STAYS	1/8"	$S = \frac{7.5 \times 7 \times 100}{1.75} = 5836\%$			
C.C. STAYS	9/16"	$P = \frac{9.3125 \times 1.75 \times 100}{57.3 \times 1.75} = 213\%$	$P = \frac{11.5 \times 1.75 \times 100}{57.3 \times 1.75} = 252\%$		

TENSILE STRENGTH OF SHELL PLATES & GIRDERS 65000 TO 71680 LBS.
 " PLATE " 58240 TO 67200 "
 WORKING PRESSURE 190 LBS PER SQ. IN.
 WATER TEST " 285 " " "
 EVAPORATION 270 LBS. OF WATER PER SQ. FT. OF GRATE PER HOUR.
 TWIN SAFETY VALVE COMBINED AREA OF 4 1/2" DIA.
 FOR DETAILS OF BOTTOM HEAD STAYS
 SEE DR. 125-561-3

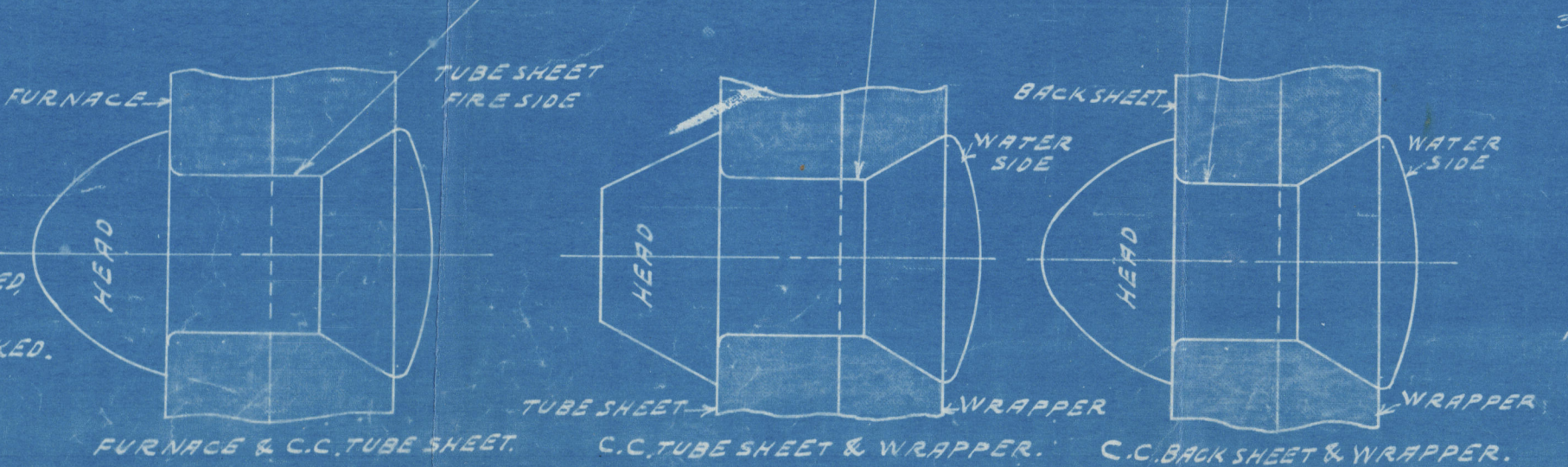
2-BOILERS AS DRAWN
 1-BOILER TO OTHER HAND.



ALL FRONT DOUBLING PLATES HAVE 1/2" RIVETS AS SHOWN (EXCEPT AROUND STAYS) 1/2" FROM EDGE C.S. AND FLUSH RIVETED.



ALL BULKING EDGES OF BOILER PLATE TO BE MACHINE PUNCHED SEAMS, BUTTS, AND LAPS TO FIT CLOSELY DRAWN UP, METAL TO METAL, AND AFTER BEING RIVETED CRACKED INSIDE AND OUTSIDE. ALL REINFORCE PLATES TO BE CRACKED.



ALL SCREW STAYS W.I. SCREW STAYS ON BACK HEAD MARKED THUS 2" DIA. NUTS 1/2" DEEP NET AREA 2.692"

SCREW STAYS ON BACK HEAD MARKED THUS 1/2" DIA. NUTS 1" DEEP NET AREA 1909"
 WRAPPER SCREW STAYS 1/2" DIA. NUTS 1" DEEP
 GIRDER SCREW STAYS 1/2" DIA. NUTS 1" DEEP
 ALL SCREW STAYS HAVE 12 FULL V THREADS PER INCH
 ALL SCREW STAYS TO HAVE 1/2" HOLE DRILLED 1/2" BEYOND INNER SURFACE OF PLATE.

PHILADELPHIA
 FEB 25 1914
 125-561-1

ENGINE DEPARTMENT
 14 1/2" DIA. X 11 1/2" BET. HEADS
 S.E. SCOTCH BOILER.
 190 LBS. WORKING PRESS.
 SCALE 1" = 1' DATE 11-2-11
 TRACED BY 555 CHECKED BY 223
 CHIEF DRAFTSMAN
 NEW YORK SHIP BUILDING COMPANY
 CAMDEN, NEW JERSEY, U.S.A.
 125-561-1
 LLOYD'S REGISTER
 FOUNDATION

PHILADELPHIA

New York S.B. &
1 Donkey Boiler

Contracts 156-~~7~~

W.P. 120~~7~~

No 63

LLOYD'S TEST

180 ~~lbs~~

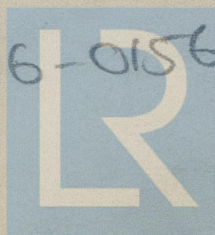
5-25-14

R.H.

s.s. Gulf light. Cont: no 156
n.n. "Refast"

PHILADELPHIA. Rpt no 2160

W116-0156 © 2019



Lloyd's Register
Foundation

NEW YORK SHIPBUILDING CO.,
CAMDEN, N. J., U. S. A.
BLUE PRINT ROOM
Print No. 43.
Made JAN 7 1914
For Dep't 13

W116-0156

PHILADELPHIA
New York 8/13 8



© 2019

Lloyd's Register
Foundation

ALTERATIONS	DATE	APPROVED
ALTERED IN ACCORDANCE WITH LLOYD'S RULES LATER DATED SPECIFICATIONS ADDITIONAL ORDER FOR PAIRS P. NO. 55	MAY 11/12	

CONSTRUCTED UNDER THE RULES OF THE BOARD OF SUPERVISING INSPECTORS
DEPT. OF COMMERCE & LABOR & LLOYD'S REGISTER.
FOR 120 LBS WORKING STEAM PRESS.

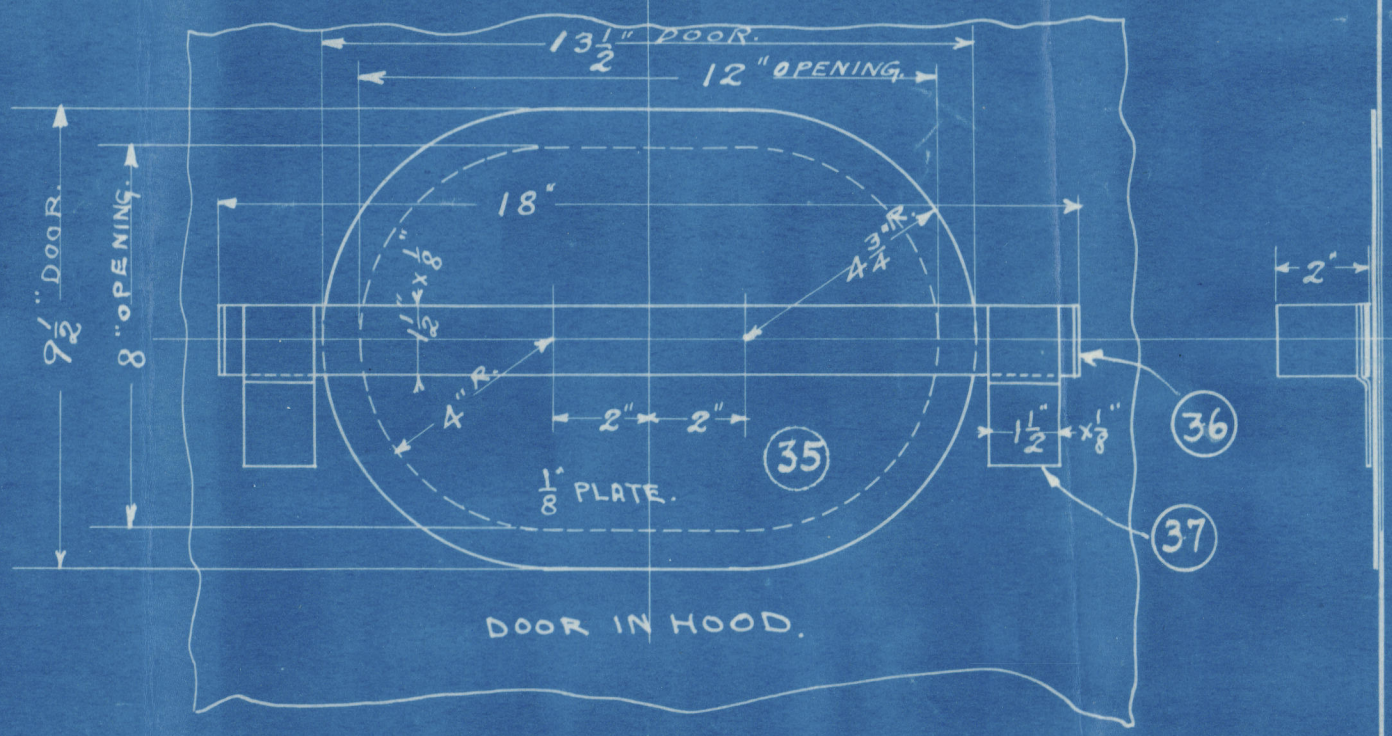
DESCRIPTION	THICKNESS	U.S. RULES	LLOYD'S RULES
SHELL PLATE	5/16"	$\frac{2720 \times 312}{6 \times 11} + 20\% = 230"$	$P. \frac{205 \times (5-2) \times 67.8}{34 \times 312} = 125"$
FIRE BOX	11"	$P. \frac{112 \times 2.5 \times 1}{4625} = 158"$	$P. \frac{90 \times 2.5 \times 1}{19726} = 138"$
FIRE BOX STAY	7/8" DIA	$S. \frac{120 \times 225 \times 4625}{4071} = 5794"$	

HEATING SURFACE	
TUBES	107.6 #
FIRE BOX	19.1 #
TOTAL H.S.	126.7 #
GRATE SURFACE	4.3 #
RATIO	29.4
CALORIMETER	1.03 #
RATIO	4.1
EVAPORATION 50 LBS. WATER PER SQ. FT. OF GRATE PER HR.	

TENSILE STRENGTH OF SHELL PLATES 62720 TO 71680 LBS
" " FLANGE " 58240 " 67200 "
WORKING PRESS. 120 LBS PER SQ. INCH
WATER TEST " 180 " " " "
2" DIA. SAFETY VALVE SINGLE SPRING.

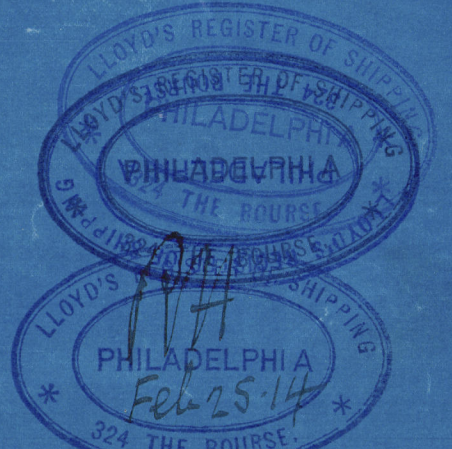
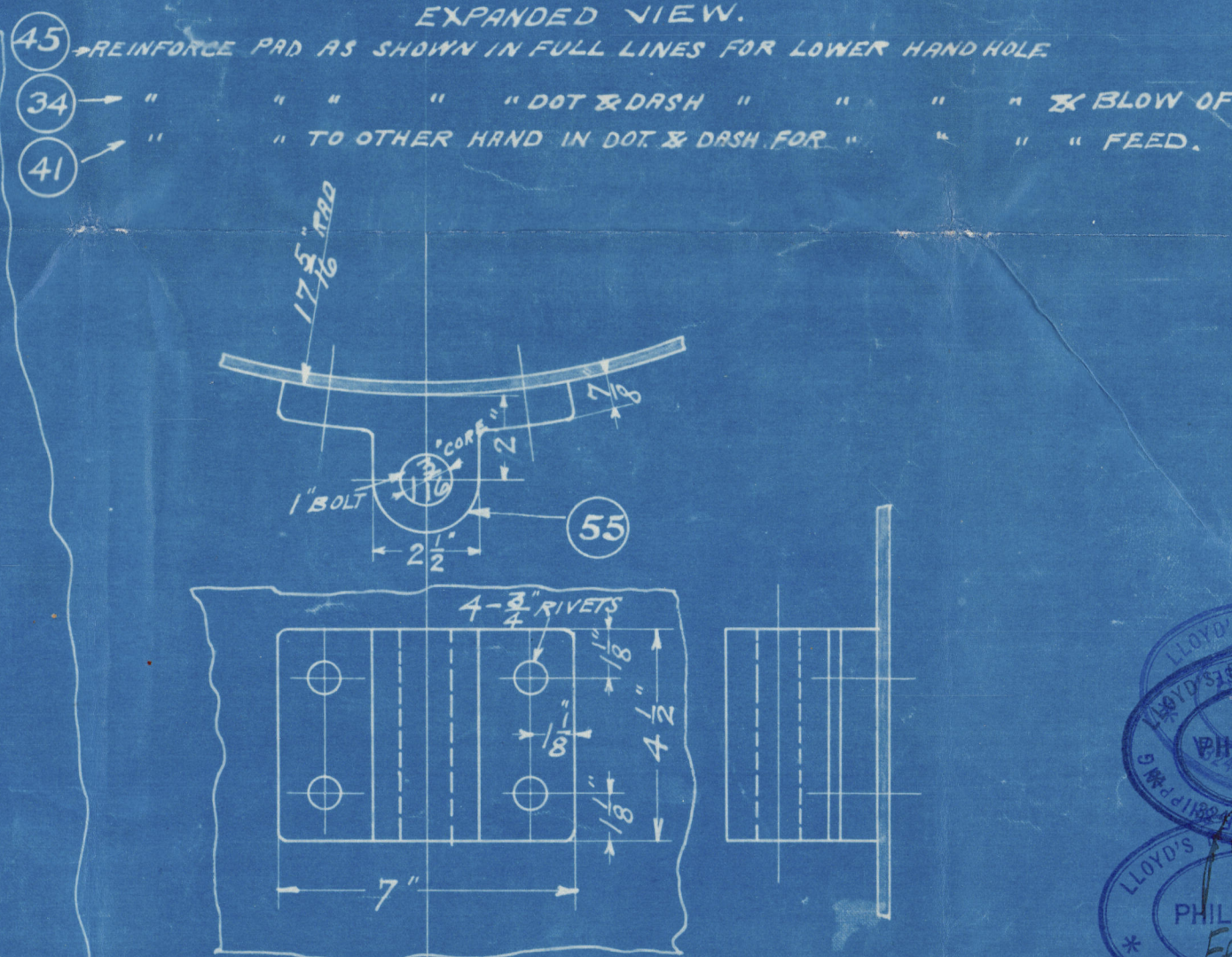
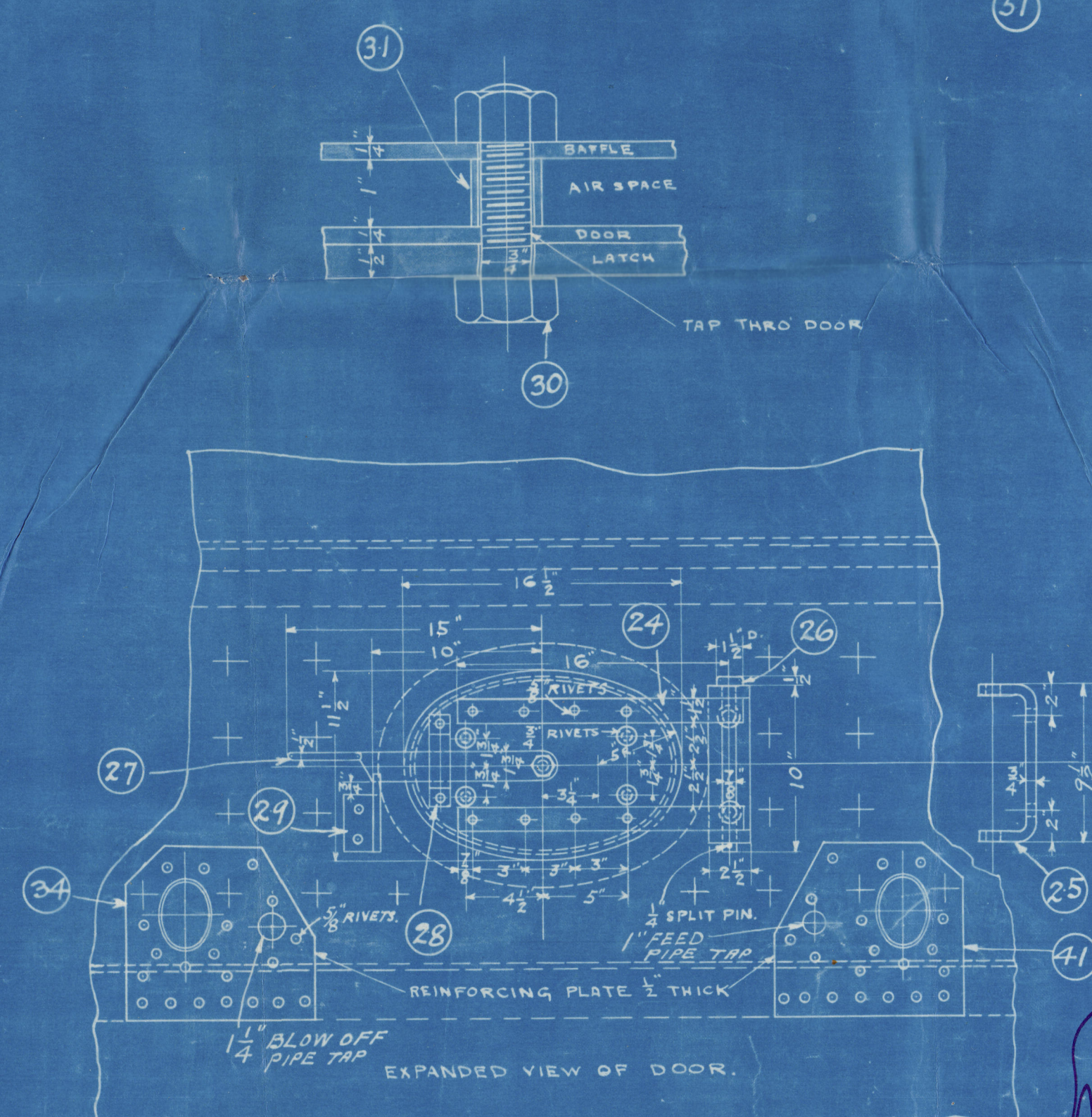
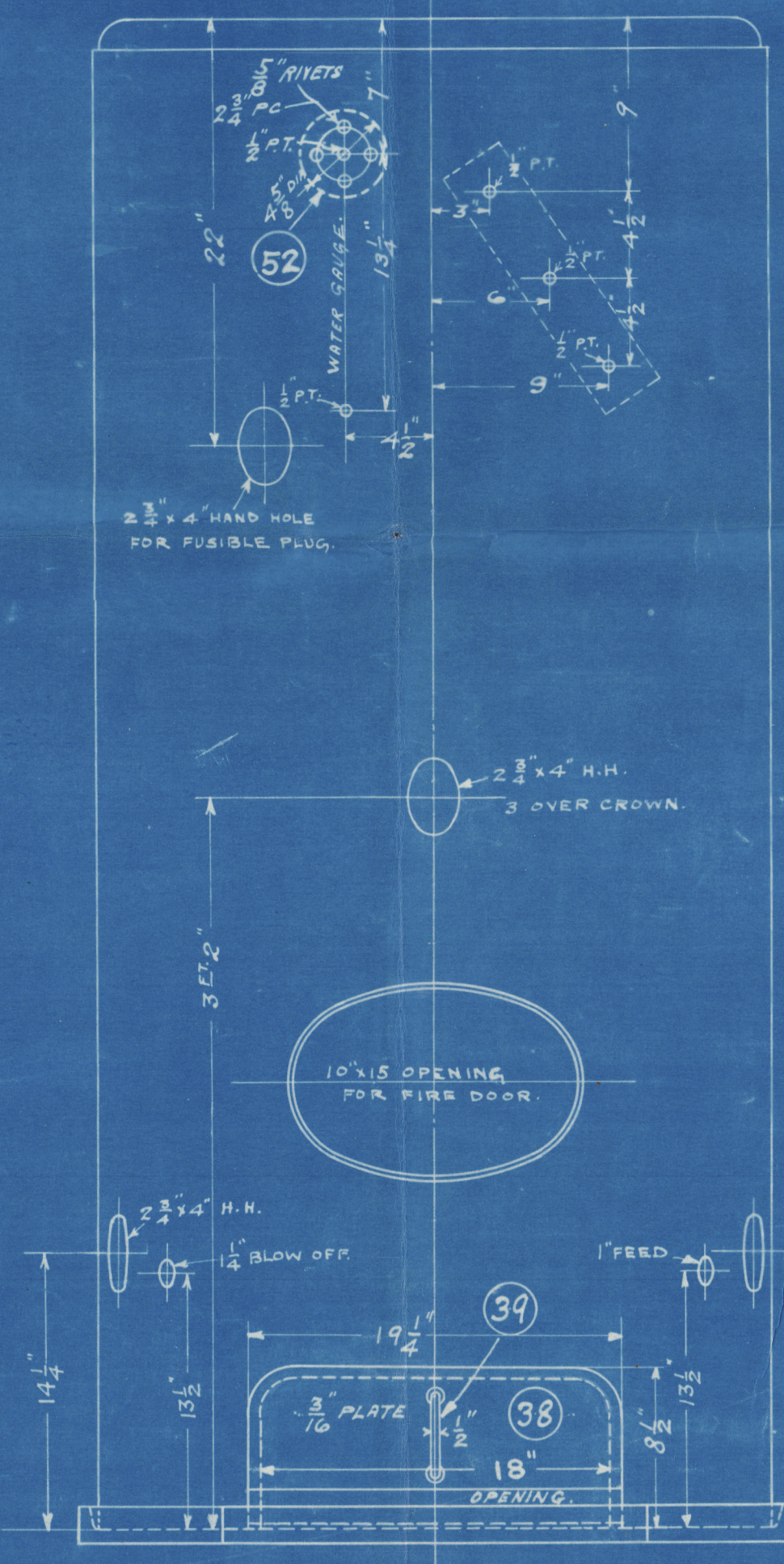
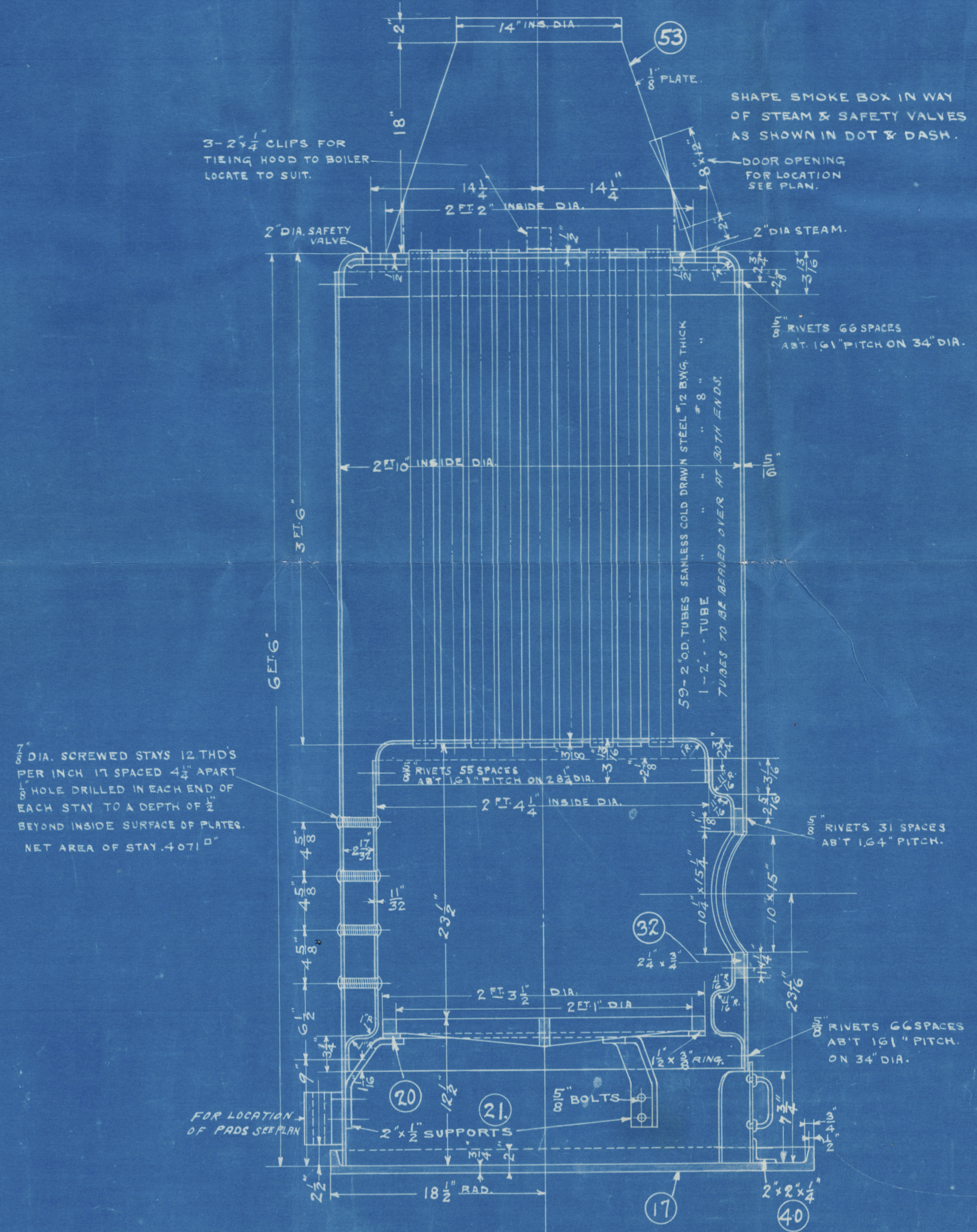
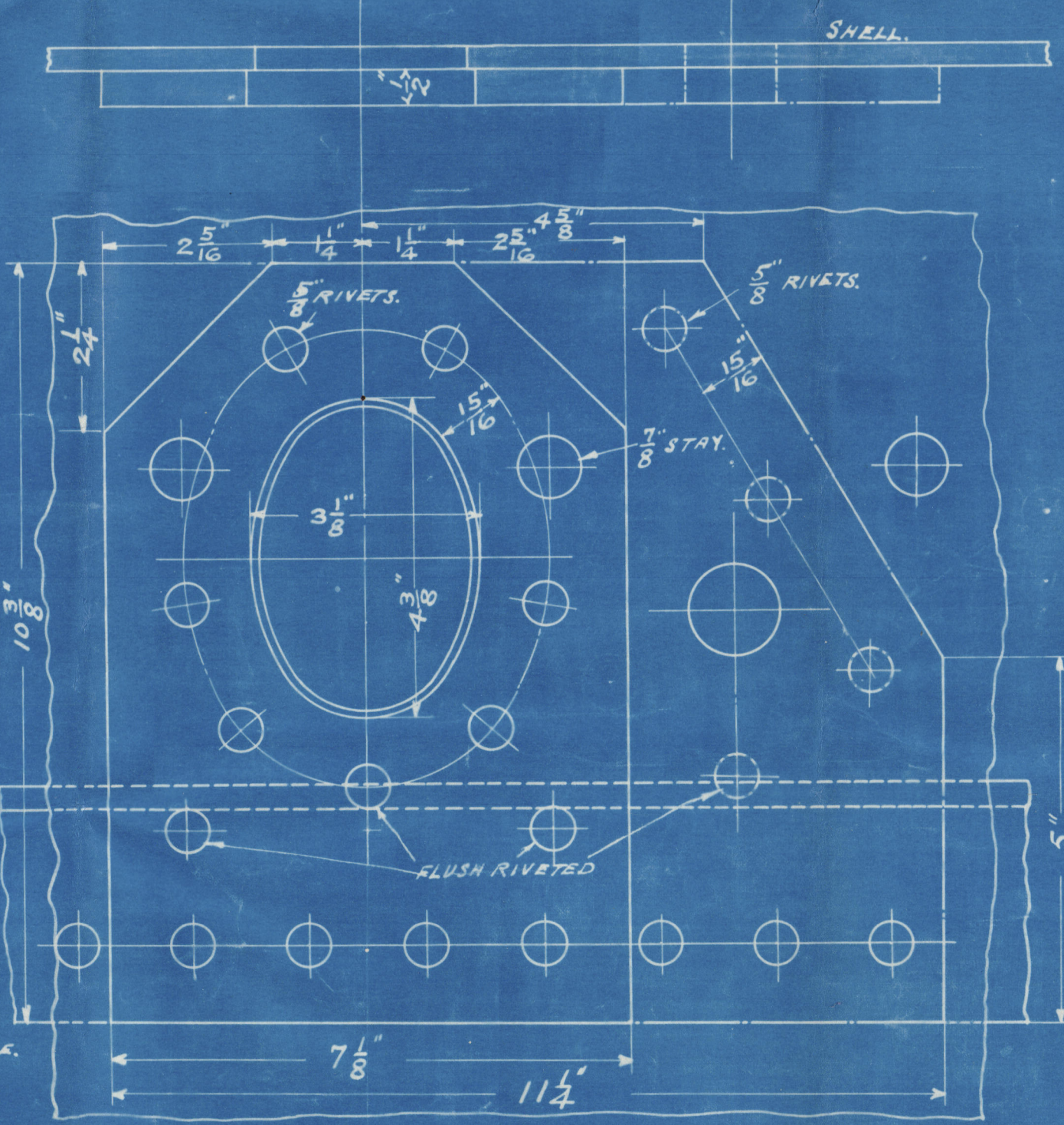
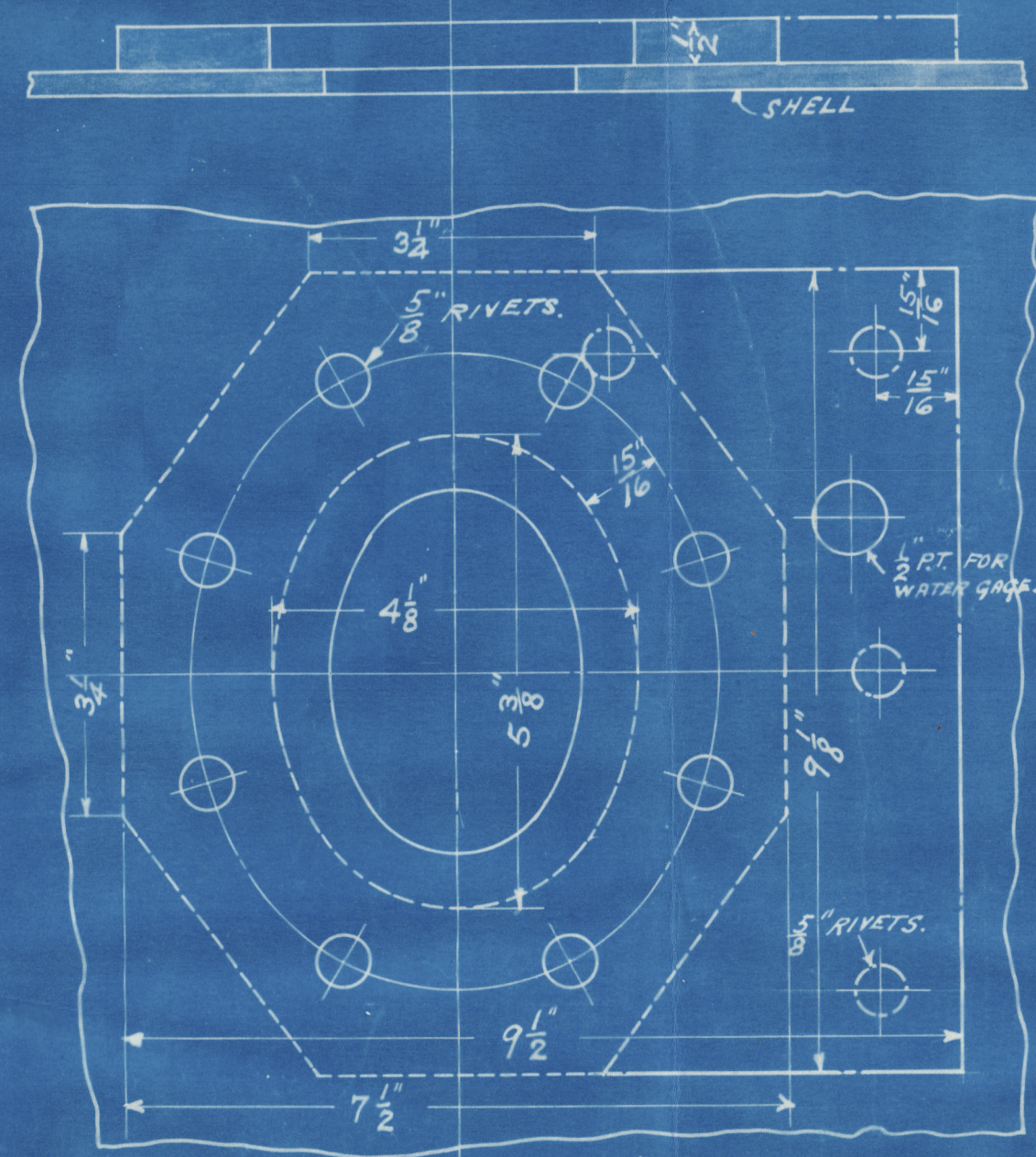
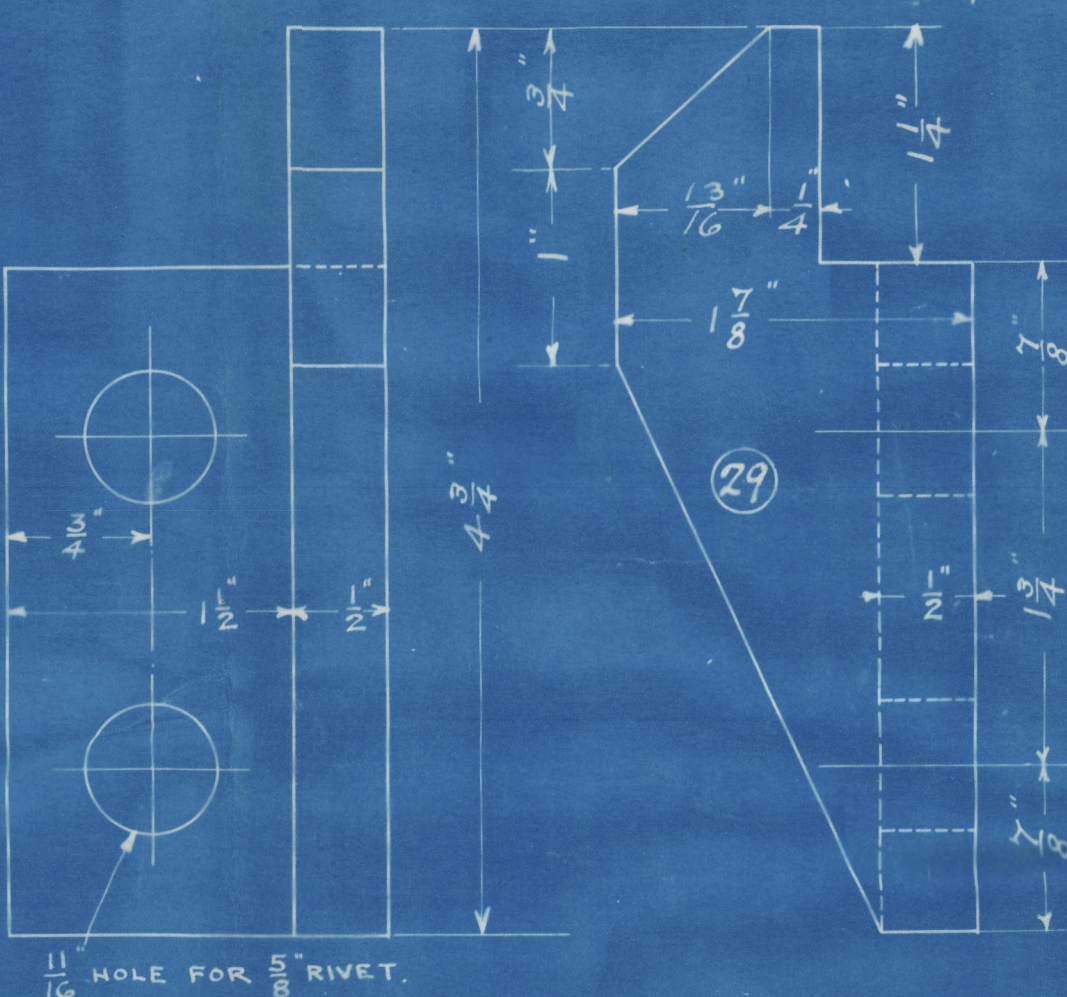
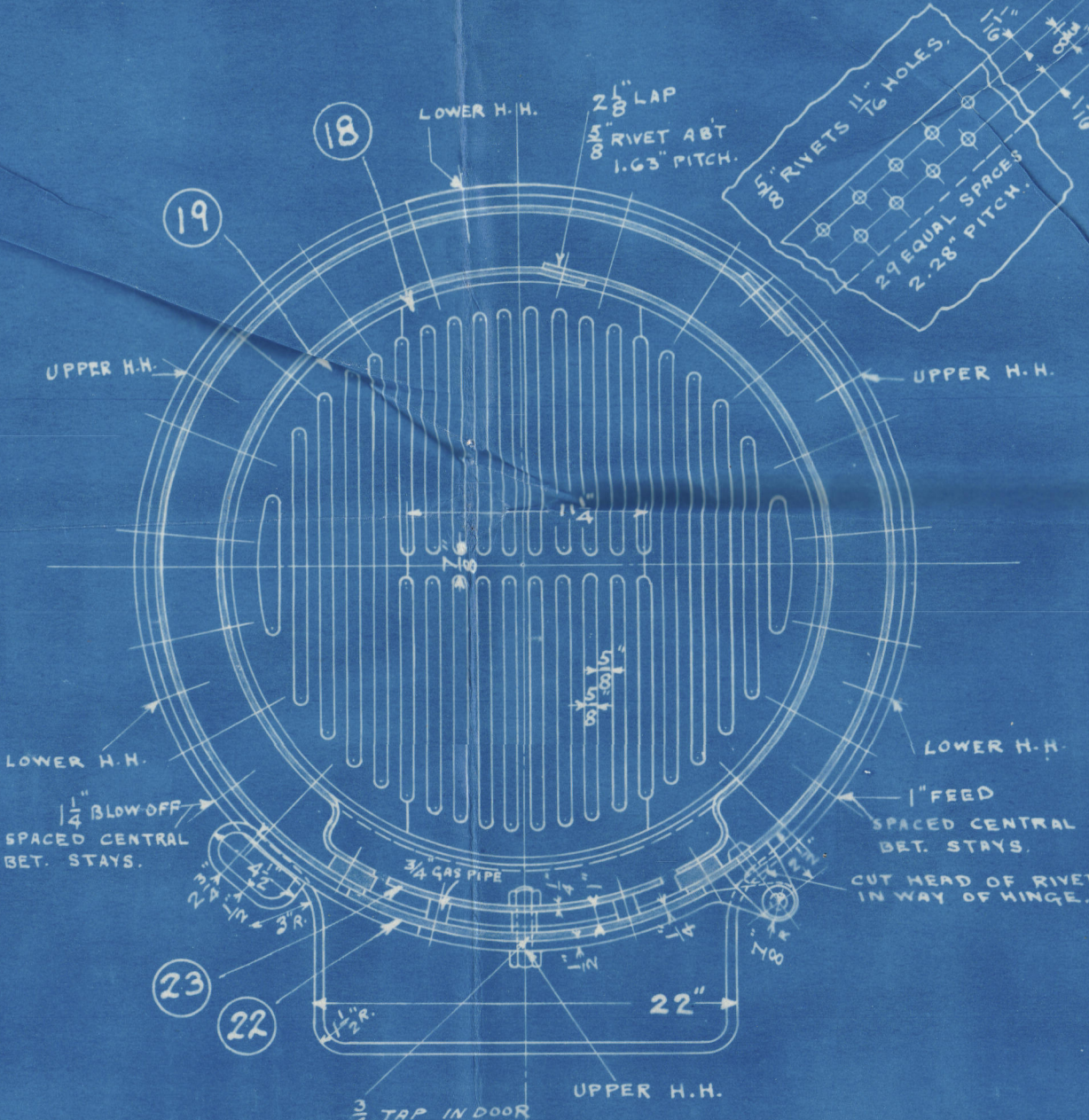
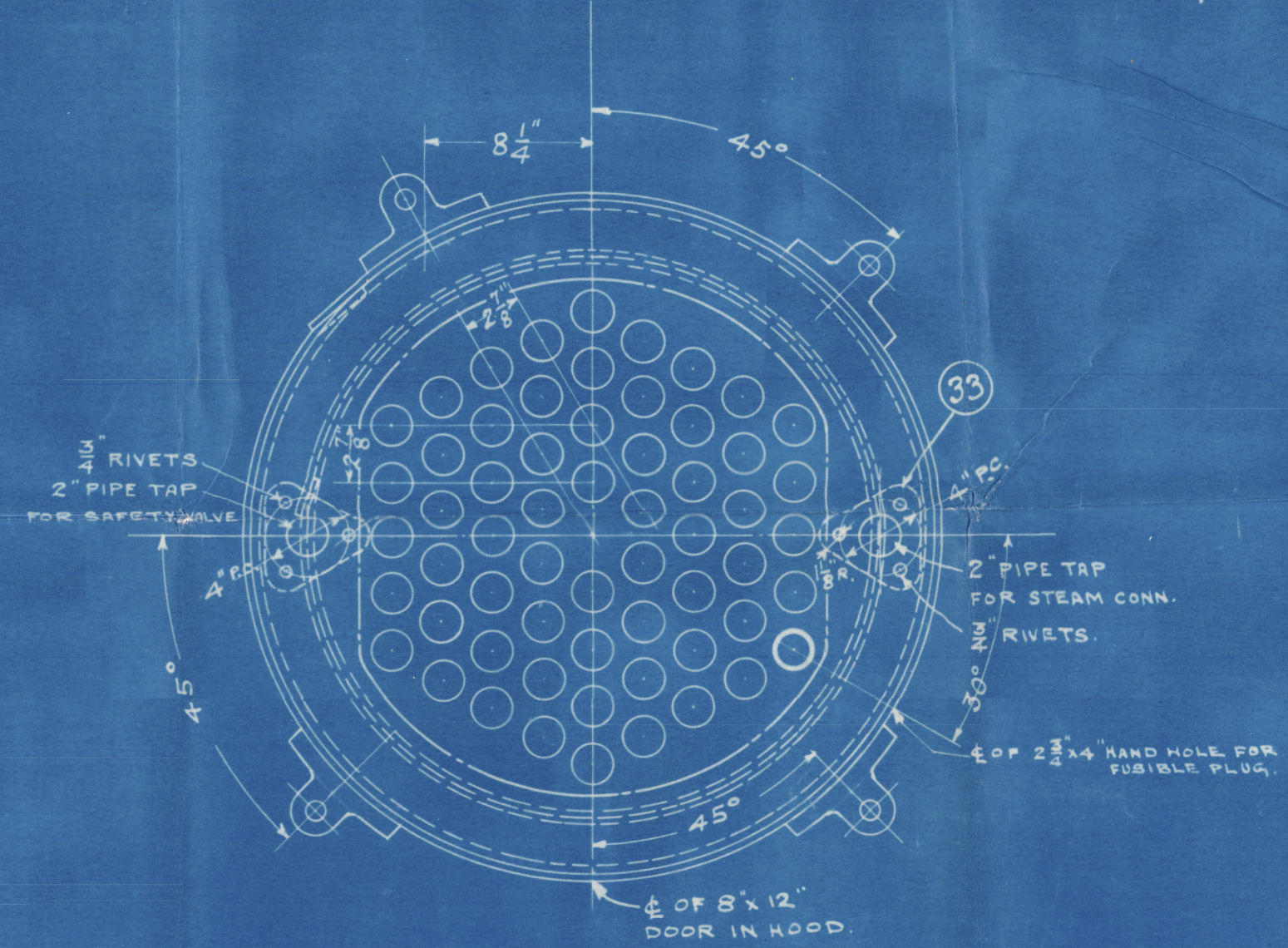
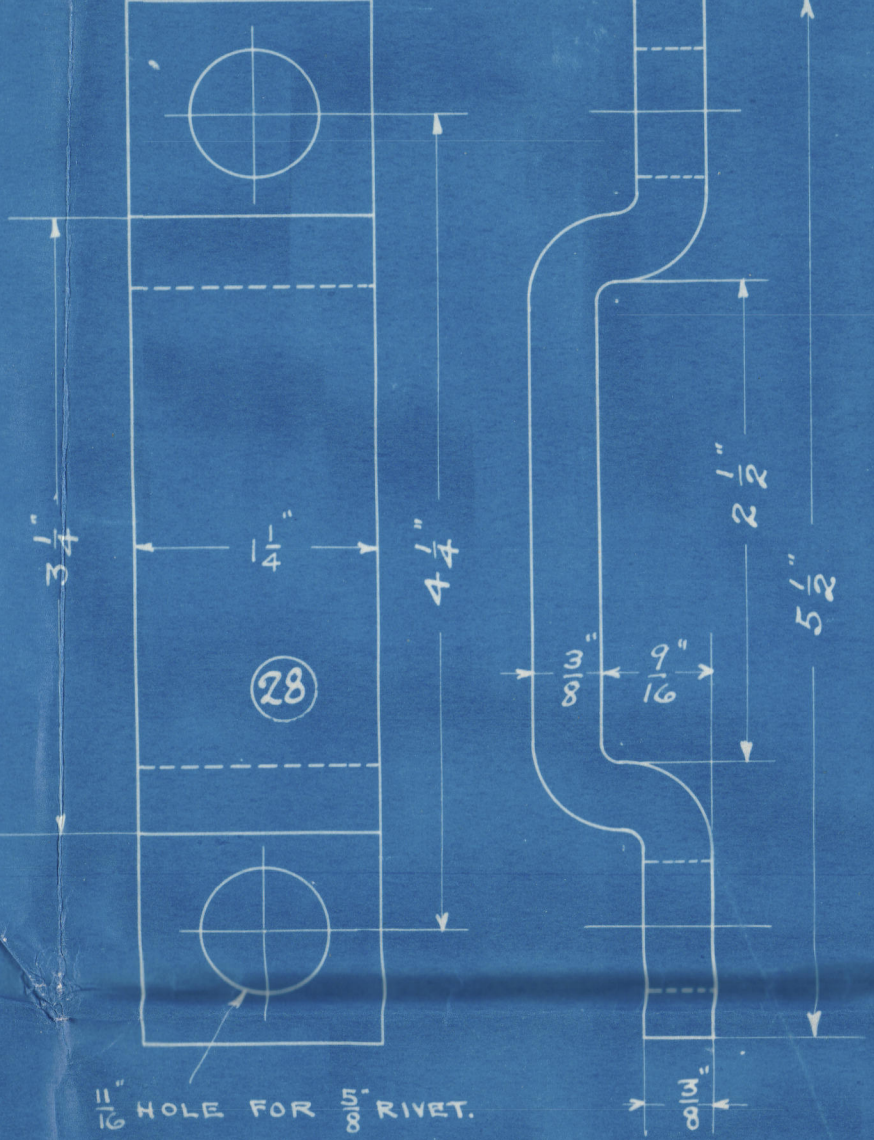
QUANTITY FOR ONE COMPLETE					
No.	NAME	MATL	PATT NO.	WT. LBS.	REMARKS
1	ASH PAN	C.I.	125-565-17		
1	MIDDLE GRATE BAR	"	125-565-18		
2	SIDE	"	125-565-19		
2	HALF BEARER BAR	W.I.			FASTENED TOGETHER WITH SINGLE BUTT JOINTS.
3	BEARER BAR SUPPORT	W.I.			
1	DOOR ELLIPTICAL	S			10 1/2 x 11 1/2 x 1/4"
1	BAFFLE	"			13 x 9 x 1/4"
2	HINGES	W.I.			
1	HINGE BRACKET	"			
1	" PIN	"			
1	LATCH	"			
1	GUARD	"			
1	CATCH	"			
1	BOLT	"			
5	3/4" GAS PIPE	W.I. STD			1" LONG
1	DOOR RING	W.I.			
2	REINFORCING PLATE	S			
1	"	"			800 ON 3/4" 125-565-1
1	DOOR IN HOOD	"			13 1/2 x 9 1/2 x 1/4"
1	CLAMP	W.I.			1 1/2 x 3/8 x 22" LONG
2	CLIP	"			
1	ASH PIT DOOR	STEEL			
1	" HANDLE	W.I.			
1	" ANGLE	STEEL			2 x 2 1/2 x 19 1/2" LONG
1	REINFORCING PLATE	"			800 ON 3/4" 125-565-1
1	REINFORCING PLATE	"			
3	"	"			
1	"	"			
1	"	"			
1	"	"			TAKE FROM PLATE CUT OUT OF SHELL FOR FIRE DOOR COLLAR
4	P.D.	C.S.	125-565-55		

FOR CONT. 156/157 SEE B.M. 156/157-641-



U.S. RULES
 $PLATE \% = \frac{2.28 - 687}{228} \times 100 = 69.8 \%$
 $RIVET \% = \frac{2.1371 \times 85}{2.28 \times 312} \times 100 = 88.6 \%$

LLOYD'S RULES
 $PLATE \% = \frac{2.28 - 687}{228} \times 100 = 69.8 \%$
 $RIVET \% = \frac{2.1306 \times 85}{228 \times 312} = 73.1 \%$



ENGINE DEPARTMENT
 TITLE
 AUXILIARY BOILER 22 1/2" INSIDE DIA.
 BY GET C. HIGH. 120 LBS PRESS.
 SCALE 1 1/2" = 1 FT. DRAWN BY J.E.S. DATE 10 JAN 1914
 TRACED BY 222, CHECKED BY C.L. CHIEF DRAFTSMAN.
 NEW YORK SHIPBUILDING COMPANY,
 CAMDEN NEW JERSEY, U.S.A.
 DR. 125-641-1 REGISTERED
 APPROVED [Signature] CHIEF ENGINEER

10.3.14
 J.P.S.

REINFORCE PAD EXPANDED.
 BENT TO SUIT CURVE OF BOILER.